

THE WRECKED METROPOLIS.

RESPONSIBILITY FOR THE DISASTER.

A REPORT FROM THE SOLICITOR OF THE TREASURY. THE OWNERS OF THE STEAMSHIP RELEASED FROM BLAME—AN INVESTIGATION RECOMMENDED BY THE ACTION OF NEW-YORK AND PHILADELPHIA LOCAL INSPECTORS OF THE VESSEL'S OFFICERS AND OF THE LIFE-SAVING CREW.

The Solicitor of the Treasury, K. RAYMOND, has made a report to Secretary Sherman in regard to the loss of the steamship Metropolis, which was lost on January 30, 1878, on the Currituck Beach, North Carolina, when ninety-one lives were lost. The report is long and full of detail. It exculpates the owners from all blame, by stating that the vessel was staunch and strong when she left port. He declares that the official action of the steamboat inspectors of New-York and Philadelphia should be strictly examined. The Solicitor believes it will be shown that they performed their duty efficiently. The conduct of the officers of the Metropolis, as well as that of the men connected with the Life-Saving Station No. 4, is also condemned, and pronounced such as to demand further action on the part of the Secretary of the Treasury. Various reports that have hitherto been made in the matter are also severely criticised. The substance of the report is given in the following.

THE REPORT.

The steamship Metropolis was built at Mystic, Conn., in 1861, and was purchased by Lunt Brothers, of Philadelphia, in 1871. Lunt Brothers subsequently carried her to Newburyport, Mass., where she was lengthened about fifty feet and completely rebuilt by Eben Manson, under a most specific and elaborate contract. Manson states that George D. Lunt directed him to cover up with sound wood some rotten planks or members in the stem of the vessel, and that he did so. The important and relevant matter in view of the fact that it is put forward as an excuse for the failure of the United States Inspectors, who examined the vessel from time to time, to discover the alleged defects which caused the loss of the vessel. It may be said that while this stringent duty imposed on inspectors is intended for the protection of those who risk their lives on steam vessels, and of the owners of cargo, it is also for the protection of the owners, who risk their vessels, and who cannot be supposed to be persons generally skilled in judging of the soundness of vessels. An inquiry into the truth or falsity of Manson's statement has become pertinent and important by the report of the Board of Local Inspectors at Philadelphia, made on the 28th day of March, 1878. This board assumes the truth of Manson's statement, and upon it that there was a defect in the stem of the vessel, so that it actually concealed at the time of the inspection of the inspectors, and therefore exonerates the inspectors from blame.

Manson's statement, as yet the least, is a remarkable one, inasmuch as by it he confesses himself guilty of the crime of having deliberately concealed an important and dangerous defect in the ship, by which the lives of ninety-one persons were lost—a confession that he is guilty of manslaughter. It is difficult to divine his motive for making this confession, even admitting the facts stated by him to be true. It is difficult to believe that, what possible motive Mr. Lunt could have had in being a party to the concealment of rotten wood in rebuilding this vessel. His interest would seem to have been quite the contrary. He was one of the owners, who were having the vessel rebuilt at a cost of nearly \$100,000. It looks strange that he should have been willing, for the trifling cost of replacing a few rotten timbers in the stem, to risk so large an investment, unless he designed either to insure the vessel against loss and to have it completely insured in an amount equal to or above her value. The most important fact in connection with this is that the rebuilding of this vessel, by Manson, was done for a certain sum of money, under a written contract with the owners of a most elaborately specific character. The elaborate and careful character of the contract, executed by the owners from Manson, providing for a first-class job in all respects, both as regards material and workmanship; the performance of the work under the inspection of the United States Inspectors, their raising the ship when completed as a No. 1; the inspection of the work, during its progress, by the agents of the Atlantic Insurance Company of New-York, and by the inspector of the Board of Marine Underwriters; and the many voyages performed by the ship afterward, without accident of any kind; the careful stripping of her and the repeated inspections and repairing afterward, without discovering the defect spoken of by Manson; and the fact that the vessel was afterward made upon Captain Eliza C. Nickerson and Anders, who made her his in her as her masters, and saw how she stood many severe gales—have all forced upon my mind the conclusion that in 1871, when the work of rebuilding was completed, the Metropolis was a sound and seaworthy vessel. It appears, also, that afterward every requirement of law was cheerfully and completely submitted to by the owners. If she was then unseaworthy or defective in any respect, the responsibility rests upon the duty it was to have detected the unseaworthiness. In addition to six yearly inspections, and supplemental to the inspection on the 1st day of December, 1877, I have been furnished with the certificate of the inspection made only one day before the vessel sailed, and declaring her seaworthy. It must be borne in mind that the Metropolis was an old vessel rebuilt, and that some of the old timbers, being sound in 1871, were allowed to remain; and it is upon this case that the board of inspectors has based its opinion.

However sound and seaworthy she may have been in 1871, these old timbers would afterward need repairing from time to time, and it was the duty of the inspectors to ascertain when and where such work was needed, and to require it to be done.

It seems there have been made two official reports upon the wreck of the Metropolis, which raise and present questions of fact so important, and which call for their consideration. On the 1st day of February, 1878, J. H. Hays, Captain, United States Revenue Marine Inspector, was directed to make an examination into the subject. His report bears date February 9, 1878. In speaking of the appearance of the wreck, he says: "The fragments are unusually small, and her rotteness so apparent that there was but one opinion as to the cause of her loss. It is evident that the inspectors who had examined this vessel did not perform their duty, and that they have been grossly if not criminally derelict." This statement, made by a man who was not connected with the wreck, and who was not a party to the rebuilding of the vessel, is a most important one. It is a statement which, if true, would exonerate the inspectors from blame, and would place the responsibility upon the duty it was to have detected the unseaworthiness. In addition to six yearly inspections, and supplemental to the inspection on the 1st day of December, 1877, I have been furnished with the certificate of the inspection made only one day before the vessel sailed, and declaring her seaworthy. It must be borne in mind that the Metropolis was an old vessel rebuilt, and that some of the old timbers, being sound in 1871, were allowed to remain; and it is upon this case that the board of inspectors has based its opinion.

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OUT-DOOR SPORTS.

RACING IN THE RAIN.

HAROLD WINS THE SARATOGA STAKES—FOUR EXCELLENT CONTESTS AT SARATOGA. IN THE MUD AND RAIN—BRAMBLE, ALBERT, HAROLD AND DAN K. THE WINNERS.

SARATOGA, N. Y., July 31.—Gloom over-spread the faces of racing men when they looked out this morning and saw the heavy clouds. It had rained at intervals through the night, and now the lowering sky threatened to make necessary another postponement of the races. The air had been so cold the evening before that fires had been lit in some hotel parlors, and to-day there was a rawness and a penetrating chill that would have better fitted early April than July. After waiting for some hours in unhappy expectation of the day which would delay the racing, the spectators decided to wait to-day, in spite of the discomforts of the weather and the wretched condition of the track. Not long after this decision was reached the rain set in; it fell neither heavily nor steadily, but there was enough of it to cause annoyance. The attendance was very small, few ladies being present. The judges as usual were J. A. Cammick, of New-York; E. M. Johnson, of Ohio, and A. P. Mason, of Louisiana. The grand stand and the grand boxes were filled with William B. Pritchard and Pierre Lorillard.

ADJUSTING CREDITORS' CLAIMS.

THE NEW-YORK BELTING COMPANY.

A COMMITTEE OF CREDITORS TO EXAMINE THE ASSETS—HOPES OF A SPEEDY SETTLEMENT.

Steps were taken to-day for the purpose of settling the affairs of the New-York Belting and Packing Company, No. 37 Park Row. Many creditors were present at a meeting in the office of E. N. Dickerson, counsel of the company, in the State Zeitung Building. The meeting was private, but John H. Cheever, president of the company, stated that the company intended to pay all their debts in full, with interest, if given time. The company's assets are \$930,907.25, exclusive of the debtors' claims. The liabilities are \$610,710.56, paid by banks and merchants in Boston. Mr. Cheever also stated that the company's employees in the rubber factory at Newton, Mass., had offered to contribute two months' work, if it would help the company. The amount paid them in wages is about \$10,000 a month.

Mr. Cheever's statement of the company's affairs has been a protection to the creditors, and has been discussed. It was finally moved that the creditors agree to take 10 per cent cash, payable in three months, and the balance in quarterly installments, for thirty-six months from September 1, with interest, the paper to be signed by the creditors. The creditors, however, refused to agree to this, and it was finally decided that the creditors should be paid in full, with interest, if given time. The company's assets are \$930,907.25, exclusive of the debtors' claims. The liabilities are \$610,710.56, paid by banks and merchants in Boston. Mr. Cheever also stated that the company's employees in the rubber factory at Newton, Mass., had offered to contribute two months' work, if it would help the company. The amount paid them in wages is about \$10,000 a month.

JULY'S RECORD OF BUSINESS REVERSES.

SIXTY-SEVEN FAILURES DURING THE MONTH—POLICE COMMISSIONER WHEELER A VOLUNTARY BANKRUPT.

Sixty-seven failures were reported in this city in July, when the aggregate liabilities amounted to \$7,738,171, and the assets to \$1,111,000. The failures were as follows: J. A. Cammick, of New-York; E. M. Johnson, of Ohio, and A. P. Mason, of Louisiana. The grand stand and the grand boxes were filled with William B. Pritchard and Pierre Lorillard. The failures were as follows: J. A. Cammick, of New-York; E. M. Johnson, of Ohio, and A. P. Mason, of Louisiana. The grand stand and the grand boxes were filled with William B. Pritchard and Pierre Lorillard.

Police Commissioner Wheeler has been declared a voluntary bankrupt by Justice Little. The liabilities amount to about \$150,000, nearly all of which are on judgments for other persons. He is now in the hands of his creditors, and for a space looked dangerous. But though his weight was the lightest he framed was the lightest also, and she was hampered by the mud. In the opening of the home-stretch Ida was still a quarter length in advance, with Bramble slowly gaining. But though her weight was the lightest he framed was the lightest also, and she was hampered by the mud. In the opening of the home-stretch Ida was still a quarter length in advance, with Bramble slowly gaining.

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GENERAL J. N. CURTIS, OF THE FORMER ODGENS DISTRICT, PLACED IN CHARGE.

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THE NEW COLLECTOR'S SECRETARY.

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An incident mentioned by Dean Ramsay exhibits the familiar bearing of the older class of the ministers in the pulpit. A young man, sitting opposite to the clergyman, who was preaching, began to read from a book which he had been occupied in his coat pocket. The clergyman, however, did not notice this, and continued to preach. The young man, however, did not notice this, and continued to preach. The young man, however, did not notice this, and continued to preach.

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following order: Dame Trot, Wild Air, Volunteer Maid, Gray Seal, John McDougal, Jessie Hoyt, George L. Pritchard, and the others. The second race was for the 222 and 223, and provided interesting, five boats being necessary to decide the winner. The first race was for the 222 and 223, and provided interesting, five boats being necessary to decide the winner. The first race was for the 222 and 223, and provided interesting, five boats being necessary to decide the winner.

HANLON WINS AT ST. JOHN.

DELAYS IN STARTING—AN ACCIDENT TO ROSS GIVES HANLON A VICTORY.

St. John, N. B., July 31.—At 8:30 o'clock this morning, the water was so low that the course around the harbor was perfectly smooth. At 8:35 the judges' boat called out the men, both of whom appeared in excellent form. At 9 o'clock everything was ready, and the referee, Sheriff Harding, called upon the oarsmen to get into line. By this time the wind had freshened, blowing from the northeast, and made quite a swell in the water. Ross rowed up the course, and finding the water lumpy, said he would not row. Edward Ross came on board the Judges' boat, and said the water was too rough; thereupon Mr. King, Judge for Ross, protested that the water was not perfectly smooth, as the articles of agreement specified it should be. The referee, Sheriff Harding, then said that as the matter was being taken out of his hands, he would retire; he would not row. Ross's backers applauded his resolution, while Hanlon's backers were disappointed. Sheriff Harding made a written statement to the effect that the water was not smooth, but that it was as smooth as Ross and Ross's backers could get, and that he had no choice but to retire. Hanlon came to the Judges' boat and said that if Ross would row that he (Hanlon) would give him two lengths to start. Ross also came up, and said the starting boats were out of range. A general discussion took place, but no result was reached. Finally, the two men were ordered to their quarters, and the Judges' boat steamed up to Appleby's Wharf, where the crowds were waiting in expectancy.

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RACING IN ENGLAND.

THE GOODWOOD STAKES WON BY NORWICH.

LONDON, July 31.—The race for the Goodwood stakes—two miles and a half—was run to-day at Goodwood. Mr. Cranley's four-year-old chestnut colt, Norwich, by St. Albans, was the winner. Lord Epsom's six-year-old bay gelding, The Duke of Devonshire, was second. Mr. Cranley's four-year-old chestnut colt, Norwich, by St. Albans, was the winner. Lord Epsom's six-year-old bay gelding, The Duke of Devonshire, was second.

A HANLON-COURTNEY RACE PROPOSED.

OTTAWA, Ont., July 31.—Efforts are being made to induce Hanlon and Courtney to race on the Ottawa River. It is probable that a \$5,000 will be offered.

THE LEGAL IDEA OF SAVINGS BANKS.

A DECISION BY THE SUPREME COURT OF THE UNITED STATES.

WASHINGTON, July 31.—The following are the main points of the decision of the United States Supreme Court, in case No. 241, Fanny A. Huntington, administratrix, and Frank H. Gassaway, administrator, of W. S. Huntington, deceased, against the National Savings Bank of the District of Columbia, the decision being a definition of the legal character of a savings bank.

The bill of the complainants assumes that as personal property, the savings bank is a corporation, and that it has an equitable ownership of one-sixteenth part of the franchise, property, and privileges of the defendant corporation. The Supreme Court, however, has decided that the savings bank is not a corporation, and that it has no equitable ownership of one-sixteenth part of the franchise, property, and privileges of the defendant corporation. The Supreme Court, however, has decided that the savings bank is not a corporation, and that it has no equitable ownership of one-sixteenth part of the franchise, property, and privileges of the defendant corporation.

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THE NORTH CAROLINA POLITICALS.

THE METHODS OF THE PAST RESTORED.

A HOST OF INDEPENDENT CANDIDATES—CAMPAIGN AND ISSUES—THE UNITED STATES SENATORSHIP.

THE Editor of The Tribune.

SIR: The Democrats of this State have been prating about "good old times" ever since the State was reconstructed. Politically, it seems that their prayers have been abundantly answered. In the "good old times" conventions and caucuses were unknown factors for the purpose of selecting candidates for either party. In those days, whenever desired, a candidate was nominated himself on his "own hook," and made the best fight he could for success. According to this custom there were usually a host of candidates for each office, and the people were thus enabled to select the best men for the different offices. Since the Reconstruction party was organized in the State in 1867, party lines have been strongly defined, and party nominations have been frequently supported by the rank and file of both parties. Since then, however, the "good old times" have returned, and with them a bountiful supply of independent candidates has been vouchsafed both political parties. The Democrats are united only upon their ticket for the Supreme Court; and the Republicans, though in a large minority on the popular vote, and with less than one-third of the members of the Legislature, are badly split up in a number of their largest counties.

The collapse of the Reconstruction party as a State organization, and the following causes: First—The surrender of South Carolina and Louisiana to the Democrats. Second—The appointment of Democrats to office in this State and in other Southern States, and the general disposition to ignore Southern Republicans and make them ciphers in the Government, and hewers of wood and drawers of water in the party. Third—The Republicans believe that they elected Settle in 1876, and that they were unfairly and with gross injustice defeated. They are, therefore, in the campaign that the nominees of the Democratic party for the Legislature should be instructed by a vote of the county conventions to vote for Governor Vance for Senator. This has been and is now being done wherever the Vance men are in the majority. In counties where Vance is not strong enough to secure an open support, the plan is to have resolutions passed pledging the candidates to vote in the Democratic caucus and abide its action. The result in the case of the Democratic party is that the party is badly split up, and the nominees of the Democratic party are badly split up, and the nominees of the Democratic party are badly split up.

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INDEPENDENT CANDIDATES.

For these reasons it has been impossible to organize the Reconstruction party, and make a fight throughout the State for judges, members of the Legislature and county officers. The Reconstruction party is badly split up, and the nominees of the Reconstruction party are badly split up, and the nominees of the Reconstruction party are badly split up.

REPUBLICAN FACTORS.

In Warren, Wake, New-Hanover, Edgecombe, Halifax, Granville, the Republicans have been badly split up, and the nominees of the Republicans are badly split up, and the nominees of the Republicans are badly split up.

ONE-SIDED AUGUST ELECTIONS.

THE NORTH CAROLINA JUDICIAL CONTEST.

Elections will be held this month in Alabama, Kentucky, North Carolina and Tennessee. For various reasons the Republicans have made no State nominations in any of these States, and the contests will be between the Democrats and Independents only at almost every polling place. In North Carolina to-day the people will elect the Justices and two Associate Justices of the Supreme Court, three judges of the Superior Court, a Solicitor-General, and a number of county officers. The new Legislature will elect a United States Senator to succeed Augustus S. Merrimon (Dem.), whose term expires next March. The last Legislature was Democratic by a majority of 78 on joint ballot. Congress will be elected on the 11th of September. The vote of the State will be as follows: